

PRICE, \$2.50 PER MONTH

## Business Notices.

SOLE AGENTS,  
CARLOWITZ & CO.,  
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

AGRESTOS.  
KIM WING,  
General Manager,  
P. O. Box 100,  
Singapore.

**HONGKONG BUTCHERY,**  
J. TATAM, Proprietor

By Order of the Court of Directors,  
 T. JACKSON,  
 Chief Manager.

Hongkong, July 24, 1899. 1899



### Vessels Advertised as Loading.

The publication of this issue commences at 7.10 p.m.

HONGKONG, THURSDAY, JULY 30, 1896

LOCAL AND GENERAL.

PASSED SUEZ CANAL.  
(SUPPLIED THROUGH REUTERS.)  
OUTWARD BOUND:—Bergonic, June 23;  
Courtfield, 25; Strathdee, City of Dublin,  
30; Fringa, Tosa Maru, July 3; Flint-  
shire, Elizabeth Rickmers, 7; Shanghai.

10; *Aglair*, *Alvanon*, *Chance*, 13;  
*Oolong*, *Sydney*, *Darlanus*, *Leander*, 17;  
*Kriemhild*, 21; *Canton*, 24.

**HOMEWARD BOUND:** = *Brila*, *Malacca*, *June*  
 26; *Coverie*, *July*, 3; *Prinz* *Heimrich*,  
*Teucer*, 17; *Bendalder*, *Clam*, 14;

Manila, Agapanthus, Ceres, Deike Rick-  
mers, 21; Caledonien, Hyson, 24.

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Mails.

The O. & O. s. s. Gaelic, with mails, &c.,  
from San Francisco to the 2nd July.

The M. M. steamship *Sagihaten*, with the  
*Steamer Mura*, of July 2 left Singapore

presented at the office of the Singapore  
on Tuesday, the 28th July, at 6 p.m.,  
and may be expected here on or about  
Tuesday, the 4th August. This Packet  
brings replies to letters despatched  
from Hongkong on the 27th May.  
The Empress of China arrived at Yokohama

at 7 p.m. on July 26 and left at 3 p.m. on July 27 for Hongkong, via Kobe, Nagasaki and Shanghai.

The N. P. s. s. *Bratma* left Victoria on July 16 for this port, via usual ports of call.

The P. M. S. S. *City of Peking*, with mails, &c., left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on the 11th July.

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*Steamers Expected.* ←

The N. Y. K. Chartered Steamer *Kinchall*, from Bombay, left Singapore on the 26th July, and may be expected here on or about the 1st August.

The China Mutual Co.'s s.s. *Opach*, from Glasgow, Liverpool and Newport, left

The s.s. *Lightning*, from Calcutta, left Singapore for this port on the afternoon of July 28, and may be expected here on or about the 3rd Aug.

The O. S. S. Co.'s new steamer *Patroclus* from Liverpool, left Singapore on the morning of July 29, and may be expected here on or about Monday, 3rd Aug.

The D. D. R. steamer *Fragga*, from Hamburg, left Singapore for this port on July 29, and may be expected here on or about the 3rd August.

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*Latest Arrives.*

The P. & O. s.s. *Brindisi* left Singapore

YESTERDAY evening, about six o'clock a alarm of fire was raised at No. 37 Potting

the aid of the Police soon extinguished the flames. At a quarter past seven the cookhouse fire of the Alice Memorial Hospital caught fire, but the flames were quickly

On the 3rd September, 1895, Mr. Bue

Quarry Bay, reported at the Shaukiw Police Station that his servant boy had absconded with \$210 and an umbrella. The boy had abstracted the money from

drawer in a chest of drawers, having opened the drawer by means of a false key. The boy managed to elude the Police, and was not till yesterday that he was captured. Mr T. Grimshaw, assistant at the Sug-

Works, was visiting a friend at Jardine Sugar Works, when he saw the boy in the coolie houses there. He at once went to No. 2 Police Station and informed Inspector Mann of the matter. Chinese detecti

No. 233 was sent along with Mr Grimsdale to the coal houses, where the thief was arrested. At the Magistrate's to-day, the boy was brought up before Commandant Hastings. He admitted having stolen the

umbrella, but denied stealing the money, stating if he had done so he would not have returned to Jardine's Ship Repair Works. He was committed for trial at 10 a.m.

**VESSELS AT THE DOCKS:—**At Kowloon  
Active, Reina Cristina, Krandale, Stra-  
llan; Picciola, Nanyang, Kiangnan.

Cosmopolitan—Wandering Jew, City.  
 Rio de Janeiro.  
 Aberdeen—(none).  
 We have to acknowledge with thanks a co

of H. Q. the Governor's summary of the Blue Book for 1895 forwarded to the Secretary of State by this mail. "The items dealt with in the summary are mostly recent history, and we simply quote

following concluding paragraphs —

'The above is a brief review of a year which presents few striking incidents, which was perhaps one of the most prosperous in the not very lengthy history of this interesting and unique Colony.

— This will probably be one of the Blue Book reports which I shall have honour to address to you from Hongkong and in concluding it I would point out the expectations I formed and gave expression to some four and a half years ago.

and which were then adversely affected, and even created in some quarters a feeling of hostility. Day's been of art in course being fulfilled. 1894 and 1895 have been exceedingly prosperous years notwithstanding serious impediments, and I hope to have every reason to believe that this

long, looking to its remarkable strength  
will in the future continue to advance  
wealth and prosperity.

sent in all kinds of Reduced Prices.  
Bosch & Co.



THE TYPHOON.  
CONSIDERABLE DAMAGE TO  
THE COLONY.

REVEREND LIVES LOST.  
Hongkong, July 30.  
The Colony has emerged from another typhoon, but not unscathed. From every part of the Colony, in the city, east and west, at the Peak and on the Kowloon Peninsula, information is gradually coming to hand regarding the wreck of buildings, the wholesale destruction of matchboxes, and other light structures, the uprooting and dismantling of trees, the loss of Chinese craft and of damage to European vessels. Not since 1894, has the Colony experienced such a severe typhoon, and some old residents are inclined to believe that the sharp severity of the present typhoon is only equalled by that of 1874 when the Colony suffered much more serious damage. Last night we sketched the progress of the typhoon up to 6.30 p.m.; so there is no necessity to repeat what we then reported. According to the Observatory notices sent out to-day, we now learn that Dr. Dobereck expected the typhoon centre to pass close to the Gap-Block, a forecast which must have been correct judging from the messages cable to the Lighthouse keepers. At ten p.m., we are told, the wind velocity, as tested by the anemometer at Kowloon Observatory, was 108 miles per hour, coming from the east. The wind direction indicated that the typhoon was passing to the westward of the Colony. This morning, Dr. Dobereck, who must have had a busy night of it, along with the members of his staff, intimated that the typhoon had entered the coast near Macao. What the state of affairs will be in the neighbourhood of the typhoon is, it is easy to imagine, and we may well wish it has come out of the typhoon as safely as Hongkong. The typhoon, however, reaching at sea-level in the city was 29.09 about eleven o'clock last night; this, we understand, corresponds with the reading at Kowloon. At the Peak, one correspondent gives us a reading of 27.40, which would correspond, allowing for the altitude, with the reading on the lower level. A West Point correspondent, who admits that his aneroid barometer may not be so to a nicety, sends us the following detailed readings:—

29th 11.00 a.m. ....	29.52
11.30 .....	29.48
Noon .....	29.47
1.15 p.m. ....	29.46
2.00 .....	29.45
3.00 .....	29.40
4.00 .....	29.38
4.45 .....	29.36
5.30 .....	29.33
6.30 .....	29.29
7.00 .....	29.26
7.15 .....	29.24
7.45 .....	29.23
8.00 .....	29.24
8.30 .....	29.23
9.00 .....	29.22
9.30 .....	29.20
10.00 .....	29.23
10.45 .....	29.27
11.00 .....	29.28
11.15 .....	29.28
11.45 .....	29.33
12.00 .....	29.35
30th 0.15 a.m. ....	29.37
0.30 .....	29.38
0.45 .....	29.40
1.30 .....	29.43
2.00 .....	29.45

This correspondent informs us that the glass rose very gradually, except between 3 and 4 o'clock this morning, when it seemed to recede two points. At 6.30 a.m., it had reached 29.02.

Everywhere at the Peak, the typhoon has left traces of its progress. Perhaps the most serious damage is that at the Peak Hospital, which was totally wrecked two or three years ago. Standing as it does on the shoulder of Mount Kellett, exposed to the conflicting currents of air—if one can use the term current when writing of a typhoon, blowing in gusts of 100 miles per hour—from the Pokfulam and Aberdeen gaps, it is no wonder that the Hospital should "experience" in its fullest severity every gale of wind that blows over the island. There are six windows on the upper story. The whole of these were blown in, and the top of the building lifted clean away. As may be imagined, the general damage in the interior of the Hospital is frightful. There were four patients in the Hospital at the time; but fortunately the attendants were able to have them removed to places of safety before assisting in the general work of salvaging the furniture and special requisites of the establishment. Major-General Black got his first taste of a China typhoon. He occupies one of the Des Vaux Villas, adjoining the Hospital. The whole of his collection of ferns, which are now blown clean away, and the roofs of the General's house and the empty house adjacent were terribly damaged. Mr. Harry Wicks' beautiful garden at "Yella" has been completely wrecked; hundreds of plants and newly-planted shrubs and bamboos have disappeared and the place has a dreary, desolate appearance. The house itself, fortunately, escaped without the slightest damage. The house occupied by Mr. Macdonald Brown at Mount Kellett was not injured by having the chimney lifted off its proper base and dumped about the roof, and the London Mission residence, next door, will require to be a desirable habitation. The Government Pavilion, overlooking Pokfulam, was wrecked. Fortunately, Mr. Ford, head of the tea fortune, who was in the pavilion at the time of the typhoon, and took the precaution of returning to a less elevated position. Dr.

Ellet, the Inspector of Schools, was less lucky, and he and his family were literally washed out. Round at Mount Gough, equally serious damage was caused. Some houses have recently been transferred from "Combe" Royal to Mount Gough, and are now in course of construction. Only quite recently, we are informed, they changed ownership, passing into the hands of Mr. M. J. D. Stephens. A portion of the houses was blown upon Mr. E. J. Grist's house at Stewart Terrace. There is little or no damage at Magazine Gap, and Blackhead's house, the land mark which everybody prophesies will be blown to smithereens some day, appears to have escaped without a vestige of damage. Craigiebarn, the chartered Peak residence of His Excellency the Governor, was less fortunate. The end of the coolie quarters was blown in, and the verandahs were damaged. With the exception of one window blown in early on Wednesday, the Peak Hotel sustained no damage. Two cages belonging to the Hon. E. R. Bellins were blown away with the animals inside. Mr. Chantrey Ingham's chicken house was blown down upon Mr. Richardson's house, and the chickens, not agreeing with this sort of flight, were found to be dead. At the Mount, where Messrs Jardine, Matheson and Co. are building their new residence, the arches collapsed and the upper wall fell inwards. The new verandah at Mr. Arthur Anderson's residence sailed away during the blow, and is now believed to be in the vicinity of Pokfulam. The grounds of the Peak Club were badly torn up by the typhoon, but the Club was not materially damaged. The flagstaff and masthead at Mountain Lodge have gone, and the roof and verandahs of the old official residence are badly damaged. At the summit of Victoria Peak, precautions had been taken by lowering the top portion of the flagstaff as well as the yard. The roof of the flag room, however, has been blown off together with a portion of the anemometer. The telephone connection with the lower world is also severed. A temporary masthead erected beside No. 6 Police Station was carried away by one of the terrific gusts, and the lighthouse lost a considerable amount of personal belongings.

The Peak Tram stopped at 6.30 p.m. on Wednesday, but resumed as usual this morning. All the telephone and telegraph wires at the Peak suffered damage more or less. The greater portion of the damage to Peak property took place between 6 and 8 p.m. on Wednesday. After this there should be a boom in typhoon insurances, and the enterprising Commercial Union Assurance Company ought to do big business. We are told, we do not touch for the truth of the story, that a well-known motor proprietor was negotiating for a more formidable rate with the local manager of the Commercial and that they had failed to come to terms before the typhoon arrived. The motor is—Whatever they hand findeth to insure, insure it with all year mite!

KOWLOON.  
At Kowloon, the typhoon has simply ploughed its way across the Peninsula, leaving it traces everywhere. On every hand there is devastation, utter ruin. The more substantially built structures withstood the typhoon well, even though the terrific gusts shook the firmest houses to their very foundations. Mr. Dorabjee's launches kept up an excellent service throughout the afternoon of Wednesday, but at four o'clock the sea had become so choppy as to render the navigation of the Harbour dangerous even for the largest launches, and the Ferry launches had to go into shelter. From this point till about seven o'clock this morning there was no communication between Hongkong and Kowloon, and the majority of the male Kowlooners were billeted on their Hongkong friends for the night. Generally speaking, every match on the Peninsula was wrecked. The Kowloon School collapsed bodily, and Mr. and Mrs. Skerthey were obliged to seek safety elsewhere. The firing of the two signal guns seemed to give the signal for the removal of the workmen's methods near Victoria View. At Gun Club Hill the detachment of the Rifle Brigade were deprived of all shelter from the storm. Matched after match was carried away until the poor fellows were obliged to face the wind and rain as best they could in the open. There were upwards of 150 men, and when visited this morning they were busy occupied rescuing their belongings from the debris. The Hongkong Regiment are now partially housed in a brick barracks, and it is lucky they are. All their matchboxes were levelled with the ground, and the men had to be accommodated with their comrades in the barracks. The Hospital, which has the appearance of a substantial building, was unscathed at the north end and had its windows and doors blown in. Mr. H. J. Holmes' house on the opposite side of Eight Road has suffered more severely, perhaps, than any other private house on the Peninsula. The garden is an awful wreck; beautiful shrubs and fine old trees suffering alike. The young shade trees planted by the Afforestation Department have suffered severely, and most of the old trees have been stripped of their branches and have suffered irreparable damage. Where there is so much destruction it is impossible to trace the progress of the typhoon and to take the precaution of returning to a less elevated position. Dr.

suffered so seriously as might have been expected. At midnight the whole of the Praya was awash from Blackhead's Point and Tsimshatsui round to the Godown and the Torpedo Depot. The damage here is trifling, however, compared with the condition of the Praya front-facing the Typhoon Pass. From Blackhead's Point to Hungnam the road was generally awash during the force of the typhoon, the heavy granite sea fence has been tossed about in a surprising fashion, and the concrete surface which has been put down since the last disastrous typhoon has simply collapsed like pie-crust and in many places several yards of the roadway have subsided. With the roadway in this state it may be imagined how it fared with the bungalows and villas and gardens on this side of the Peninsula. The gardens, where they are not under water, are no longer traces of beauty. Mr. Branno's bungalow is stripped of its roof, and presents a dilapidated appearance. One of Mr. J. D. Humphreys' new houses, in front of Mr. Medy's bungalow, had a chimney lifted off and deposited through the roof. The beach is strewn with wreckage, and to judge from this there must be a considerable loss of sampans and cargo boats. At five o'clock, a large cargo boat with a crew of fifteen men tried to reach the beach in Tsimshatsui Bay. This attempt was frustrated. The boat bumped on the drain pipe which runs into the sea for a considerable distance at this point, and the crew were obliged to pole out their fragile craft and anchor in the bay. About eight o'clock the bumping and tossing proved too much for her, she dragged her anchor, and drifted ashore, smashing into timber wood. The fate of the crew is unknown, but at least one body has been recovered. It is stated, but we have not been able to verify the statement, that several bodies have been washed ashore at Kowloon. Looking to the amount of wreckage lying about, it is by no means improbable that many lives have been lost.

At Yau-mai several, three-story houses, were blown down, and the damage there, at Hungnam and in the native villages throughout British Kowloon is very great. Two bodies were discovered this morning among the wreckage on the beach. The Brigade Factory sheds have collapsed, and a similar fate has overtaken a large matchbox in connection with the Ratan Factory at Yau-mai. There is a Dock Company's launch ashore at Hungnam Bay, and the native craft are piled up on the beach. The typhoon signalling bracket at the Point was carried away and the black cone damaged. The signalling shed is down.

POKFULAM.  
The Pokfulam Road was almost impassable this morning. Trees have been torn up by the roots and scattered about in an extraordinary manner. At the Dairy Farm, one of the cottages shed fell in, and the owners had to dig out; fortunately, they were unhurt. A straw shed, built of brick and wood, was blown clean away, and the Company's property has been damaged otherwise. Two junks came ashore on the rocks between Aberdeen and Kowloon. It is not known if any lives were lost.

THE BARBERS.  
The Observatory Staff deserves to be complimented on having given timely notice of the close proximity of the typhoon. Thanks to the warnings issued from the Observatory, the majority of the vessels in the Harbour were able to get into the typhoon anchorage, where they rode out the storm in safety. Several captains elected to remain in the Harbour. With their usual disinterestedness, a number of Chinese failed to avail themselves of the typhoon warnings; the result is that their boats are now smashed, and in some cases it is feared, loss of life has occurred. The precarious position of a number of sandbars off the Praya Central was watched by a large crowd throughout Wednesday afternoon. Launches attempted to tow them off, but the sea was too rough for towing, and the ropes had to be cut and the boats left to their fate. The crews jumped overboard and got ashore safely. During the night, the junks were washed over the partially-constructed sea wall into the lagoon, and then dashed to pieces on the Praya. At eight p.m., Inspector Quinley, Wardens Gilbey, Morley, and Collins were instrumental in saving the lives of sixteen Chinese (men, women and children), the crews of three sampans wrecked opposite Wilmer Street. At West Point, eight conveyances boats and four cargo boats were wrecked through the carelessness of their crews. The cargo boat 448 drifted out to sea with a crew of twelve men, and has not been seen again. It was moored in front of Howard's Godown. The men had been advised repeatedly to come ashore, but persistently refused. It is feared they have all been drowned. Cargo boat 498 was lifted upon Mow's Wharf at West Point by one wave, and washed off by another, damaged and irretrievably destroyed.

THE PRAYA.  
The Praya, which arrived in Hongkong at 2.45 p.m. from Canton reports having passed a lot of wreckage on her passage. The Dockyard lights Nos. 1, 8, and 14, were sunk at their moorings off the Naval yard. No 14 broke her moorings and was washed ashore, high and dry, opposite Messrs. Lane, Crawford and Co.'s store. The light was carried off its moorings and drifted completely to the westward. Part of the Naval yard sea wall was washed away, and a quantity of wreckage thrown on the beach. The pier was also damaged.

aged. The roofs of the buildings in the yard were stripped and shattered. The ship *Scotch Isles* lost her mizen royal. The roof of the Hospital ship *Manes* is badly damaged by the wind, and her starboard bow is also damaged by the steamer *Annapurna* fouling her, the latter's port after post smashing into the davits. The sailing vessel *Step Calcutt* had a narrow escape from drifting ashore on Cuckoo Island. Her three masts were lifted out of her, and she drifted for some time helplessly before the wind before her anchors held. Five sailing ships—dragged their anchors. The Hospital ship *Uganda*, at the back of Stonecutter's Island, dragged her moorings 600 feet. At the east end of Stonecutters, a new launch belonging to the Kwong Hip Loong, became a total wreck. The American schooner *Netheiser*, the victim of a hundred misfortunes, bumped herself badly against Blackhead's bulk, smashing in her port bows and carrying away her gangways and ladders. At least twenty junks have gone ashore on Stonecutters Island, and two have sunk there. About five o'clock yesterday afternoon, the schooner *Wichow* (formerly *Montevideo*) was anchored off Fanwick's repairing yard undergoing repairs. She commenced to drag her anchors, and gradually drifted till opposite the Blue Buildings. Mr. Winterburn made a lucky effort to take her in tow, but found the sea too rough for his launch and had to desist. Seeing the vessel was in a precarious plight, Inspector Morley detailed P. C. 34 Dixon and P. C. 114 Reid to render what assistance they could, as there was a European named Norman Jay and a Chinaman on board for whose safety tests were entertained. About 7.30, the *Wichow* struck the Praya wall. A life-line was thrown and caught by the Chinaman, who was hauled ashore. The life was next thrown to Jay. He jumped too hurriedly and fell between the ship and the Praya, and was never seen again. It is supposed he was stunned. The schooner belongs to Mr. Sherman, of the Stag Hotel. A Chinese gambler is reported to be ashore South-west of Chinavai.

The party which went on the trial trip of the Spanish cruiser *Villalobos* had a unique experience yesterday. There were on board the members of the Spanish Naval Commission, Mr. Gillies, Chief Manager of the Dock Co., Mr. D. Macdonald, Mr. R. Mitchell and other members of the Dock staff. The trial trip was accomplished satisfactorily, but by the time the Harbour was reached it was found impossible to land the party, and the *Villalobos* had to anchor behind Stonecutters for the night. The steamer *Olympic*, anchored off the China Merchants' wharf, commenced to drift about four o'clock on Wednesday afternoon, and dragged her buoy from its moorings. She was obliged to drop her anchors. The buoy was last seen off Kennedy Town Hospital, so it must have drifted out to sea.

A buoy was washed up at Kowloon beach. The Victoria Recreation Club has sustained a great loss by the total destruction of the bath and the gangways and partial destruction of the rest of the property. THE GAP ROCK LIGHTHOUSE.  
The Gap Rock lighthouse was put to a severe test last night. At nine o'clock, just before communication was interrupted, the barometer reading was 28.69. Communication was restored at six o'clock this morning. We understand that neither the building nor the light have been damaged, only the landing stage and some of the iron railings. Every one will be glad to learn that the lighthouse keepers are safe.

THE DAMAGE IN THE CITY.  
It is unnecessary to detail the damages in the city. The typhoon searched out the weak points of many a building, and their is scarcely a building that has not suffered, slightly in the majority of cases, but seriously in a few cases. The large new godowns at West Point, Nos. 1 and 2, Comanagh Road, have been damaged to the extent of \$5000. The upper story and roof have been blown away. The temporary plague hospital at Kennedy Town (mistaken) has gone the way of all makeshifts. We are sorry we cannot have the traces of the plague completely wiped out. The wall of a new godown, at West Point, the property of the Hongkong Wharf Co., has been blown in, and numerous houses at West River Point have been damaged. In Garden Road, Robinson Road, Causeway, and Bonham Road trees have been badly stripped, and in the Botanic Gardens the storm has played sad havoc. One fine old tree was blown down beside Mr. Jay's barracks, and had to be seen in pieces before the roadway could be cleared for traffic. Washed by the sea when the typhoon was at its height, the Praya and Praya wall have been badly damaged at various points. The matchbox on the new Pudding's Wharf has gone, as was inevitable; the sandbagging on one side of the new Club-house was stripped off and picked up very far away; and one of the finals of the Queen's Statue was carried away, possibly struck by some of the flying debris. The gas lamp suffered, and in some instances the electric light standards and wires were brought down by falling trees. From all parts of the city we learn of bathrooms and verandahs and roofs destroyed, but there is a limit to our space as well as the patience of our readers and we will say as much as our pen can refrain from carrying this chronicle further. The cables are working slowly, but up north the break still continues. There was no boat for Macao to-day.

The following was issued by the Hongkong Observatory:—  
On the 29th at 4.10 p.m. The typhoon will probably pass close to Gap Block, 6.45 p.m. Directed two minutes. At 10 p.m. the wind velocity was 108 miles per hour from the east. On the 30th at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 31st at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 1st at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 2nd at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 3rd at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 4th at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 5th at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 6th at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 7th at 1.45 p.m. the wind velocity was 108 miles per hour from the east. On the 8th at 1.45 p.m. the wind velocity was 108 miles per hour from the east. 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